



FIGURE C-1-11 PASSENGER LOADING ZONE ACCESS AISLE

Floor and Ground Surfaces (503.4)

Vehicle pull-up spaces and access aisles serving them shall comply with **302**. Access aisles shall be at the same level as the vehicle pull-up space they serve. Changes in level are not permitted.

EXCEPTION: Slopes not steeper than 1:48 shall be permitted.

Vertical Clearance (503.5)

Vehicle pull-up spaces, access aisles serving them, and a vehicular route from an entrance to the passenger loading zone and from the passenger loading zone to a vehicular exit shall provide a vertical clearance of 114 inches (9.5 feet) minimum.

BUS TURNOUT (BUS STOP) DESIGN: LOCATION, TYPE AND DIMENSIONS

Locations (Far-Side, Near-Side and Mid-Block)*

The **Far-Side** of an intersection is the preferred location for turnouts (Bus Bay). A **Far-Side** turnout is superior to the **Mid-Block** turnout because it reduces walking distances for bus transfers, encourages patrons to use intersection crosswalks, and reduces right of way acquisition. **Near-Side** turnouts should be avoided because of conflicts with right turning vehicles, delays to transit service as buses attempt to re-enter the travel lane, and obstruction of pedestrian activity as well as traffic control devices. The exception would be where buses would use a right turn lane as a queue jump lane associated with a bus signal priority treatment at an intersection (where a Far-Side turnout is not possible). **Mid-Block** turnout locations are the least preferred unless associated with key pedestrian access to a major transit-oriented activity center.

* Rev. 1/17